

Fremont Draft Approval and Adoption Matrix

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Prepared by the Fremont Urban Neighborhood Coalition (FUNC) and the City of Seattle Interdepartmental Review and Response Team for community validation. Compiled by the Strategic Planning Office.

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PURPOSE, STRUCTURE, AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish a work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time.

The matrix is divided into two sections:

- I. *Key Strategies:* Usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

- II. *Additional Activities for Implementation:* Activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments then reviewed, changed if appropriate and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

ACTIVITIES ALREADY ACCOMPLISHED BY THE FREMONT URBAN NEIGHBORHOOD COALITION

Wick Property (Slippery Slope) Acquisition

The site known as the Wick Property, or Slippery Slope, just west of the Fremont branch of the Seattle Public Library was purchased by the City of Seattle Department of Parks and Recreation in the Fall of 1998 for future development of a public open space for the Fremont neighborhood.

Burke Gilman Trail Extension

The Burke Gilman Trail for pedestrians and bicycles has been extended along the Ship Canal shoreline of the Quadrant/Adobe site east of the Fremont Bridge.

Canal Park Improvements

The Department of Parks and Recreation allocated \$36,000 in 1998 for park improvements including erosion control along the park shoreline, several points of access to the water and a drinking fountain.

Topiary Dinosaurs

The Fremont neighborhood acquired several topiary dinosaurs in Spring, 1998 from the Pacific Science Center. They appeared in the 1998 Solstice Parade and are now sited near the intersection of N. 34th Street and Phinney Avenue N. A Neighborhood Matching Fund grant of \$10,000 was awarded to the neighborhood for improving the irrigation system and other repairs on the dinosaurs.

Troll Park Space

With grant money from the Environmental Protection Agency, Tremendous Seattle will work with the Fremont community on creating a native plant garden on the east side of the Fremont Troll and the Aurora Avenue Bridge. A beautification permit will allow clearing and grubbing of the site to occur in early April, 1999 and the neighborhood will plant a portion of the native plant garden to coincide with Earth Day, 1999 in late April.

Acronyms & Definitions

DCLU Department of Design Construction and Land Use (City of Seattle)
DON Department of Neighborhoods (City of Seattle)
DPR Department of Parks and Recreation (City of Seattle)
ESD Executive Services Department (City of Seattle)
FUNC Fremont Urban Neighborhood Coalition
KCMetro King County Metro Transit Division
NMF Neighborhood Matching Fund Grant (Department of Neighborhoods)
NPO Neighborhood Planning Office (City of Seattle)
OED Office of Economic Development (City of Seattle)
OFE Office for Education (City of Seattle, Strategic Planning Office)
OH Office of Housing (City of Seattle)
OIR Office of Intergovernmental Relations (City of Seattle)
OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)
ROW Right-of-way

NOTATIONS RELATING TO ACTIVITY NUMBER COLUMN IN MATRIX:

U Urban Village
F Fremont Planning Area
RC Retail Core
FL Fre-loops

SAC Seattle Arts Commission (City of Seattle)
SCL Seattle City Light (City of Seattle)
SEATLAN Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)
Sound Transit (Formerly Regional Transit Authority [RTA])
SPD Seattle Police Department (City of Seattle)
SPL Seattle Public Library (City of Seattle)
SPO Strategic Planning Office (Formerly City of Seattle Office of Management and Planning [OMPI]) (City of Seattle)
SPS Seattle Public Schools
SPU Seattle Public Utilities (City of Seattle)
TSP Transportation Strategic Plan
WSDOT Washington State Department of Transportation

1. Key Strategies

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The City recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The City will coordinate efforts to sort through the Key Strategies. During this sorting process, departments and Sector work programs will together to prioritize Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for

the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1999-2000 versus later implementation. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The Integrated City Response lists activities already underway, and other tasks that the City is committed to commence during the remainder of this year or the next biennium.

A. TRANSPORTATION: NEIGHBORHOOD CIRCULATION PLAN AND TRAFFIC IMPROVEMENTS

Description

Fremont needs a Neighborhood Circulation Plan within which to plan and execute needed transportation improvements throughout the planning area. The neighborhood provides a major urban crossroads with many competing uses traversing the neighborhood's streets. This Key Strategy is intended to help remedy existing congestion and improve pedestrian circulation. It is a two tier strategy: 1) fund and prepare, with an open public process, a comprehensive neighborhood circulation plan, and 2) consider each of the following preliminary suggestions for improvements within the context of that plan. The objective of this Key Strategy is to enhance street life, pedestrian experience and vehicular circulation in Fremont in a way that will create a truly integrated circulation system, including Fremont Bridge operations and street use, that accommodates multiple uses while fostering community livability.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

1.

Tasks to be Undertaken in 1999-2000

1.

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
A1	<p>Prepare Fremont Neighborhood Circulation Plan that will address, but may not be limited to, the following issue areas:</p> <ul style="list-style-type: none"> • Fremont Bridge operations • Downtown Fremont access and circulation; • Arterial corridor pedestrian improvements; • Bicycle improvements; • Traffic management and calming, spot improvements; • Car-sharing strategies; • Local destination, commercial and commuter traffic; and • Other identified issue areas. <p>The intent of the Fremont Circulation Plan is ensure adequate circulation while balancing the livability needs of the community.</p>	High	Near		SeaTran Fremont Community Groups	
The following are issues to be considered as part of the Neighborhood Circulation Plan. These are not intended to be discreet actions.						
A1a U	<p>Evaluate closing N. 35th Street between Evanston and Fremont Avenue to through traffic. Consider keeping the parking and delivery use of the street. Extend sidewalk and plaza to cross existing drive lane. This is an urban design recommendation intended to test the feasibility of making this roadway into a plaza-like amenity in downtown Fremont.</p>	High	Mid		SeaTran, Fremont Community Groups	
A1b F	<p>Improve north-south ramp connections between Aurora Avenue to the interchanges with N. 38th Street, N. 46th Street, and N. 50th Street:</p> <ol style="list-style-type: none"> 1. Provide improve/extend acceleration and deceleration lanes; 2. Improve lane configuration, geometry, traffic control, and bike/ped. facilities at ramphead intersections; and perhaps underpass widening. 3. Install traffic calming measures on the local residential streets that serve as part of the interchanges (i.e., the sidewalks that link Aurora Ave. to N. 38th St., N. 46th St., N. 50th St. in lieu of exclusive ramps); 4. Add directional signage between downtown Fremont and 	High	Near		SeaTran WSDOT	

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	Aurora.					
A1c F	<p>Eliminate Aurora Avenue access traffic from local residential streets.</p> <ol style="list-style-type: none"> 1. Close unneeded sidestreet connections to Aurora Avenue 2. Install traffic control and/or traffic calming measures to prevent use of Linden Avenue and Whitman Avenue (and other north-south streets parallel to Aurora Avenue) as "frontage roads" between the main interchanges; 3. Install traffic calming measures on any local residential streets that will continue to be used for Aurora access. 	High	Near		SeaTran WSDOT	
A1d F	<p>Develop an exclusive bicycle/pedestrian crossing of Aurora Avenue in the vicinity of N. 43rd Street and link the new crossing with Wallingford's proposed N. 46th Street-N.47th Street bicycle/pedestrian corridor.</p>	High	Near		SeaTran WSDOT	
A1e U	<p>Consider modifying street configuration and traffic control to improve traffic circulation and minimize traffic and pedestrian conflicts:</p> <ol style="list-style-type: none"> 1. Return some or all one-way street segments to two-way operation (N. 34th Street, Evanston-Fremont Avenue; 35th Street, Evanston-Fremont Avenue; Evanston Avenue, N. 36th Street -35th Street); 2. Request that SeaTran identify a way to reduce awkward truck movements in downtown Fremont; 3. Modify channelization and traffic control at N. 34th Street/Fremont Avenue, N. 35th Street/Fremont Avenue/Fremont Place, N. 36th Street/Dayton Avenue, and N. 36th Street/Evanston Avenue; 4. Remove existing turn signs at Phinney Avenue N. at N. 36th Street to allow through movements. <p>This item is included in the plan with the following caveat: There is disagreement in the community about the potential removal of the existing turn signs at this intersection. The majority of residents on Phinney Avenue N. between N. 36th Street and N. 39th Street have stated that this section of Phinney Avenue N. is already subject to heavy traffic, safety</p>	Med	Mid		SeaTran	

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	issues, and delays and that removal of the existing turning pattern will exacerbate the traffic conditions in the residential area. On the other hand, during the community validation process, the majority of businesses and employees south of N. 39th Street indicated a desire to have the signs removed for the following reasons: the existing turning pattern creates a traffic hazard due to drivers disregarding the signs, improving access to businesses in the vicinity, and improving traffic flow to and from N. 36th Street and N. 39th Street.					
A1f F	5. Adjust lights near Fremont Bridge to clear traffic when bridge reopens (after traffic stops). Prepare "Aurora Avenue Diversion/Detour Plan." that identifies the street and traffic control improvements needed to better accommodate traffic diversions during Fremont Bridge repair periods.	High	Near		SeaTran WSDOT	
A1g F	Prepare a Stone Way corridor vehicle circulation plan along the Greenlake Way/Stone Way corridor.	Med	Near		SeaTran	
A1h F	Modify/improve channelization and traffic control at key Stone Way intersections: 1. N. 34th Street/Stone Way/Northlake Way/Woodland Park Avenue N. - including Northlake Way to/from the west. Fremont considers this a major intersection in their neighborhood. 2. Consider means of reducing/discouraging use of Northlake Way as a "short-cut" route from UW by traffic trying to avoid congestion on either east-west arterials-such traffic congests the intersection and severely limits access to/from the waterfront industrial area located to the west along Northlake Way; 3. N. 35th Street/Stone Way; 4. N. 39th Street/Stone Way/40th Street/Bridge Way 5. Leave on-street parking both sides, keep street four lanes wide and <u>do not</u> place a median strip in the roadway.	High	Mid		SeaTran	

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
A1i U	Encourage alley access for new developments on Stone Way to improve business access and reduce congestion.	Med	Mid	Sea Tran, DCLU		
A1j U	Improve lane striping and crosswalk at intersection of Stone Way at Bridge Way N. for pedestrians and bicyclists as well as truck access.	High	Near		SeaTran	
A1k F	Modify channelization and traffic control to improve safety and convenience of bicycle travel through: 1. Dexter/Westlake/Nickerson/Fremont Avenue N.; 2. Fremont Avenue N./N. 34th Street	High	Near		SeaTran	
A1l F	Study reconfiguration of Bridge Way to address auto, truck and bicycle traffic flow. Focus on accommodating truck & vehicle movements.	Med	Mid		SeaTran	
A1m F	Improve pedestrian crossings, as appropriate at locations identified through plan. (NOTE: Fremont may identify specific locations post validation)	High	Near		SeaTran	

B. MOSAIC TOOLBOX & NEIGHBORHOOD DESIGN PLAN

Description

The Fremont Mosaic and Neighborhood Design Plan recognize the unique and eclectic character of the Fremont neighborhood. The intent of this Key Strategy is to enhance Fremont's character, create a more interesting and livable urban environment, and provide an opportunity for the community to direct development. The objective of this Key Strategy is to enhance the unique character and sense of place that is "Fremont."

The Mosaic approach will work with people on site with the Mosaic palette of possible characteristics and amenities. Local residents, property owners and business owners will use the Mosaic palette to create their own local environment.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

- 1.
- 2.
- 3.

Tasks to be Undertaken in 1999-2000

- 1.
- 2.
- 3.

B. Mosaic Toolbox & Neighborhood Design Plan						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
Community Character						
B1	Develop Mosaic toolbox approach or other design approach via the following:	High	Near		Fremont Neighborhood / Community Groups, SeaTran, SPU, Other City Depis., Property owners	
F	<ol style="list-style-type: none"> 1. A design professional would be contracted by DON and the Fremont Neighborhood community organizations to develop the Fremont Mosaic toolbox. 2. The Mosaic approach will provide a framework to approach urban streetscape design/treatment decisions throughout Fremont, including pedestrian scale lighting. 3. The Mosaic will provide a set of possible approaches to streetscape issues, downtown character projects, and public sites that can be mixed to create location-specific improvements in Fremont 					

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	City Response (filled in by the City)
	<p>4. Consider including as part of the toolbox: visual guidelines, concepts, and textual descriptions of various possible streetscape treatments arranged in a manner in which stakeholders can select various elements to create their own urban design amenities.</p> <p>5. The Fremont community will work with City departments to ensure that the departments accommodate the alternative design treatments proposed by the toolbox.</p> <p>Projects will be implemented via this approach and in conjunction with the City, community groups, and local property owners, residents, and business owners</p>				
B2 U	<p>Protect public views of Lake Union and the Ship Canal.</p> <p><i>Two alternatives have been</i></p> <p><u>Alternative 1</u> Identify specific north-south rights-of-way (streets) that terminate at Lake Union or the Ship Canal and other City-owned property which provide view amenities to the lake and canal should be protected from development in a manner to ensure that public views of Lake Union and the Ship Canal are retained. City will list these streets and open areas as "view corridors" in the City's SEPA ordinance to ensure review during the environmental process.</p> <p>The intent is to protect view corridors to the lake and canal. Development on City-owned ROW and other public properties should be restricted.</p> <p><u>Alternative 2</u> Identify specific rights-of-way (streets) which provide view amenities to Lake Union, the Ship Canal, the Olympics, Mt. Rainier, etc. These amenities should be mitigated from impacts on</p>	High	Near		Fremont Community Groups City of Seattle, DCLU

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>the public views to the maximum extent possible. The City Council to consider including these specified viewpoints, parks, and scenic routes (initially North 34th Street from Fremont Ave. North to the west) in the City's SEPA ordinance to ensure environmental review during the permitting process of developments that may impact the public views.</p> <p>Private developments that adversely impact the public views from scenic routes may be conditioned by the City during the permitting process to mitigate for adverse impacts.</p> <p>Explanatory Notes:</p> <p>This activity is intended to respond to a community desire to protect views from public parks, viewpoints, and rights of way in Fremont, through the mechanism of the City of Seattle SEPA ordinance, SMC 25.05.675(P). In attempting to address differing constituencies' concerns, the planning committee drafted two alternatives. Alternative 1 reflects the desires of the development and landowner community not to allow the City to have additional conditioning authority over development on private property. Alternative 2 reflects the community desires to have such authority placed in the City for specified public parks, viewpoints, and rights of way in Fremont. It is recognized by the City and the planning committee that Alternative 1 is very narrow in scope and does not meet the intended result expressed by community interests. The major landowner on the south side of North 34th (the one specific public right of way proposed for addition to the SEPA ordinance list) is opposed to Alternative 2 claiming that it is discriminatory. However, if current permits and applied for permits on that property remain in effect and are issued as applied for prior to action on the plan, even Alternative 2 will have little if any impact on that property for many decades, if at all.</p> <p>Additional explanation written by the NPO project manager: This activity is intended to respond to community desire for protecting views, from Fremont public rights of way, of the Ship Canal and Lake</p>					

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
B3 U	<p>Union. In attempting to address differing constituencies' concerns, the planning committee drafted two alternatives that reflect different approaches to the issue. Although the planning committee has consulted with staff from the Department of Design, Construction and Land Use, they have not been able to choose between Alternatives 1 and 2. Validation comments indicate that some community members prefer Alternative 2 since it appears to address the issue of view protection directly and Alternative 1 is too limited in scope. On the other hand, some validation comments indicated a preference for Alternative 1. There is concern that Alternative 2 appears to be unclear and may be discriminatory towards certain neighborhood business and property interests. There was also a comment that this activity attempts to address issues already covered by other ordinances.</p>	High	Near	Fund through DON Matching Grant or other means.	Fremont Community Groups, DON, DCLU, Proposed Stewardship Committee	
<p>The following are issues to be considered as part of the Neighborhood Design Plan. These are not intended to be discreet actions.</p>						
B3a	Establish a means to communicate between developers and the neighborhood (early warning) regarding new development intentions and plans within the Urban Village (tie into permit process)	High			same as B3	

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
B3b	Augment current design review process with an "early warning" process (Fremont Early Warning Noticing Program?).	High			Community, DCLU	
B3c	Establish a Fremont Design Review Committee with representatives from various community groups;	High			DCLU, Community	
B3d	Prepare a MOU between the City of Seattle and the Fremont community groups regarding roles and responsibilities for design review over development projects in Fremont;	High			DCLU, DON, Community	
B3e	Define relationship of process and organization to the existing City of Seattle Design Review Board(s) and design review process;	High			DCLU, DON, Community	
B3f	Create a Client Assisted Memorandum (DCLU) explaining the Fremont design review and permit processes.	High			DCLU, DON, Community	
B3g	Extend design review to all commercial properties in the Urban Village, exempt single-family. Design Guidelines should be Fremont-specific and would supersede City's Design Guidelines for Commercial and Multifamily zones. Study and creation of guidelines will require additional funding outside this plan.	High			DCLU, DON, Community	
B4 F	Ensure that all design review processes (existing and proposed) include a review for Crime Prevention Through Environmental Design (CPTED) and other safety-related principles. All existing and proposed design review programs should address the issue of defensible space and other safety-related issues along with other urban design issues.	High	Near		Fremont Stewardship Committee, DCLU, Design Review Board, SPD	
B5 F	Apply safety and security principles in park and open space design. Evaluate park plans for lighting and defensible space. Work with the Seattle Police Department to review park and open space design issues. Patrol parks and open spaces, especially where problems have occurred. Areas of concern: 1. Canal Park	High	Near		DPR, Fremont Community Groups, SPD	

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
2.	Ross Park					
3.	Troll Park Area					
4.	BF Day Playground					

C. COMMUNITY CENTER

Description

Fremont has told FUNC that it wants its own community center. The Fremont Community Center is envisioned as a place where an active community will communicate and recreate, meet, teach, and socialize. This Key Strategy generated tremendous interest as well as more than a few great ideas. The objective of this Key Strategy is to create a neighborhood Community Center which will become the focus of an active and creative community.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

- 1.
- 2.
- 3.

Tasks to be Undertaken in 1999-2000

- i.
- ii.
- iii.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
C1 F & U	<p>Fund a feasibility study for the development of a new Fremont Community Center that may contain:</p> <ol style="list-style-type: none"> 1. City Service Center; 2. Community bulletin board - kiosk; 3. Center for transit and housing information, and community info; 4. Space for programming senior activities; 5. Rooms for informal meetings, reading, and for games; 6. Other neighborhood services; 7. Art exhibits and art-related activities and info; 8. Class space; 9. Community meeting room; 10. Space for organizations to meet, store materials, and have office space; 11. Other activities and amenities; 12. Current services information 	High	Near		<p>Fremont Community Groups, City of Seattle: DON, ESD, DPR, Seattle School District</p>	

C. Community Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>Study would identify what services are most appropriate. ADA Accessible meeting space is the most important issue for the neighborhood.</p> <p>Ideally, the facility would be 5,000SF to 20,000SF, depending on uses. One option would be to expand the Neighborhood Service Center, however, FUNC would rather see an older building recycled rather than new construction.</p> <p>The feasibility study should also identify an appropriate site/venue for the center. Site must provide access by a variety of transportation modes. Potential sites include:</p> <ol style="list-style-type: none"> 1. BF Day School and adjacent playground - Fremont Avenue, some facilities presently used by Fremont Arts Council; 2. Floating Structure - Kalakala at Ship Canal/Lake Union; Some community members have expressed concerns about the potential impacts to the houseboat community of siting the Kalakala along the Ship Canal or Lake Union. To respond to these concerns, the feasibility study must assess whether or not the siting of the Kalakala along the Ship Canal/Lake Union shoreline may displace existing houseboats in the vicinity. 3. N. 36th Street between Troll and Linden; 4. Location adjacent to the Fremont Baptist Church; 5. Sublease from Fremont Baptist Church; 6. Use of Ross Playground Building 7. Public/Private partnership w/ Boys and Girls Club. <p>Identification of public & private funding will be the first step toward development.</p>					
C2	<p>The community has expressed a strong desire for a community-arts center within or near the Urban Village and many ideas for an appropriate location have been discussed, including the use of the re-floated Kalakala as a floating facility.</p>					

C. Community Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>Some community members have expressed concerns about the potential impacts to the houseboat community of siting the Kalakala along the Ship Canal or Lake Union. To respond to these concerns, the feasibility study must assess whether or not the siting of the Kalakala along the Ship Canal/Lake Union shoreline may displace existing houseboats in the vicinity.</p>					